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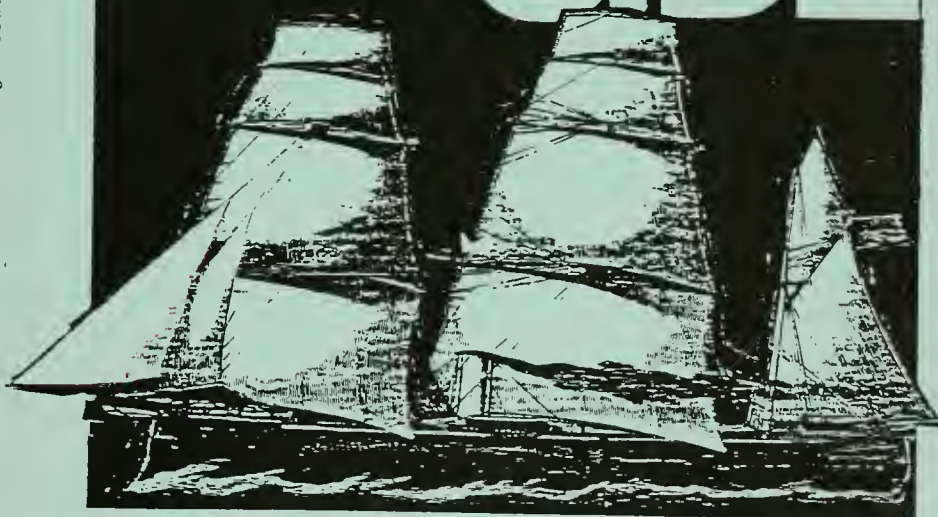
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# EAST BOSTON HARBOR SIDE



June, 1982



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# EAST BOSTON HARBOR SIDE



June, 1982



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ABBREVIATED  
SCOPE OF SERVICES  
EAST BOSTON HARBORSIDE PROJECT

The following is a brief outline of tasks to be included in the final Scope of Services for the Contract regarding Master Planning Consultant Services for the 56 acre East Boston MassPort Piers 1-5. This scope is abbreviated and will be further refined as the Contract is negotiated with the selected consultant.

There are two significant Phases to be carried out as part of this contract. Phase I consists of the preparation of a "Master Plan" in accordance with the Agreement between the Authority and MassPort. This Plan will be an extension and refinement of the Interim Report prepared by the Authority for the East Boston Project Advisory Committee, dated June, 1982. The Master Plan will include the proposed land uses, location of those uses on the site, density of development, environmental considerations, transportation, site constraints, and preliminary financial and market feasibility.

Phase II consists of the preparation of a final Development Plan in accordance with the Agreement between the Authority and MassPort. The Development Plan will consist of a final market and financial feasibility study, costs, analysis of financial return to MassPort and the City of Boston, and a Final Development Plan and Program.

The following is a brief description of the two Phases of the Contract and the tasks to be carried out.

Phase I: Master Plan

Tasks:

1. Review and summary of existing documents.
2. Brief review of demographic trends.
3. Economic trends.
4. Review of existing land use.



5. Transportation and Circulation.
6. Engineering and site constraints.
7. Preliminary Master Plan.
  - land uses
  - open space
  - transportation and circulation
  - density
  - preliminary market and financial feasibility

Products:

1. Memoranda concerning each of tasks above.
2. Master Plan Document.

Phase II: Development Plan

Tasks:

1. Financial and Market feasibility.
2. Infrastructure requirements.
3. Costs - Public and Private.
4. Potential financial return to MassPort and City of Boston.
  - current revenues and operation costs
  - projected revenues
  - reduction of in-lieu tax payments
  - potential tax return to City of Boston
5. Final Development Plan
  - parcelization
  - project phasing and development schedule
  - land use, open space, density, massing, transportation and circulation
  - jobs generated
  - public and private improvements
  - costs

Products:

1. Memoranda concerning each of tasks above.
2. Final Development Plan Document.







# EAST BOSTON HARBORSIDE

An Interim Report on the Future Development  
of Piers 1-5 in East Boston

Prepared for the East Boston Project Advisory Committee  
by the  
Boston Redevelopment Authority

CITY OF BOSTON  
KEVIN H. WHITE, MAYOR

Boston Redevelopment Authority  
Robert J. Ryan, Director

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## I. INTRODUCTION

On August 26, 1981, the Boston Redevelopment Authority and the Massachusetts Port Authority entered into an Agreement concerning the planning and development of the MassPort owned property in East Boston known as Piers 1-5. A major portion of this Agreement concerns various planning activities which the BRA is responsible for carrying out, leading to the preparation of a Development Plan and Program for the improvement of the East Boston Pier site.

As indicated in the Agreement, this planning and development process is to be undertaken by the BRA with the full participation of representatives from the East Boston community. As the first step in this process, the Boston Redevelopment Authority formed a committee, known as the East Boston Project Advisory Committee; entered into a contract with the Committee; and commenced the first phases of the work program.

Under the Agreement with MassPort, the BRA is responsible for formulating a planning, development, and financing program; designating parcels for development; selecting developers; entering into leases with designated developers jointly with MassPort; and monitoring the construction and development process.

The Agreement is in two phases.

Phase I is the period following the Agreement commencement date and involves the preparation of a Development Plan by the Authority. A Project Area Committee has been formed from East Boston community residents; and the Committee participates in the development of this Plan.

Phase II of the Agreement will commence upon the completion of the Development Plan and the completion of any environmental reporting which may be required to permit the Agreement to become effective as a Lease. During this second phase, or lease period, the BRA will commence site improvements and subsequently sub-lease to designated developers in accordance with the provisions of the lease.

While there is no "Plan" which exists officially for the East Boston Piers, the goals of the Plan will be consistent with those uses outlined in previous studies -- namely, the goal of achieving a multi-use type of development, provision of public open space and access by the East Boston community to the waterfront, considerations for new housing, and job creation. From the City's viewpoint, this means opportunities for expanding tax revenues to the City from this property, the tenants of which will be taxed directly by the City of Boston.

This document serves as an Interim Report which summarizes and reviews all activities which have taken place to date. The report



is a preliminary document which contains information, preliminary goals of the PAC and several alternative development concepts which have been formulated for the site through the joint efforts of the BRA staff and the members of the PAC.

While much remains to be done before a definitive development plan can be presented for the piers, considerable progress has been made by the PAC in identifying goals and opportunities for the site and in formulating several development concept alternatives which attempt to satisfy these goals and maximize the opportunities available. It is not the intention of this interim report to recommend or select one alternative over another, but rather to examine a range of alternative options for the site which can then be discussed and reviewed by a broader segment of the community. From this further effort will evolve a final development plan which is consistent with community goals, financially feasible and contributes to the respective needs of both the City of Boston and the Massachusetts Port Authority.

## II. THE PLANNING PROCESS

A Project Advisory Committee (PAC) was formed by the BRA to jointly investigate land use and establish a sound development program for the Piers.

The PAC is comprised of eighteen members as outlined in the August 26, 1981, Agreement between MassPort and the Boston Redevelopment Authority. On August 29, 1981, this Committee entered into an Agreement with the Boston Redevelopment Authority as required by Article III of the MassPort/Boston Redevelopment Authority Agreement. The BRA/PAC Agreement outlines the common objectives and responsibilities of the Boston Redevelopment Authority and the East Boston Project Advisory Committee.

The Project Advisory Committee has met approximately every other week to begin the process of formulating a development plan for the East Boston Piers. Following the establishment of the PAC's operational structure, officers of the Committee were elected, by-laws drafted, and Articles of Organization were prepared and filed. Concurrently, work began on reviewing all information available concerning the site, establishing preliminary goals for the development of the piers, and reviewing potential land uses which would best achieve these goals.

BRA staff have provided assistance to the Committee in these efforts, as well as providing information concerning development procedures, job and tax generation characteristics of various types of development and potential neighborhood environmental impact. Finally, basic methods of financial analysis and a review of the site's physical conditions were reviewed with the Committee.





### III. THE SITE

The East Boston Piers 1-5 consist of approximately 56 acres of land and water. Of this, about 20 acres is solid land, 15 acres piers, and the remaining is water area. The property is predominantly vacant, except for the large Pier shed on Pier 1.

The Massachusetts Port Authority took over the operation of the East Boston port facilities from the Penn Central Railroad in 1970. Between that time and December, 1972, marine related structures on Pier 3 and 4 were stripped to dock level and the grain and water towers and non-essential railway trackage were removed.

MassPort's Master Plan prepared in 1976 first set forth the policy of MassPort to divest themselves of the Piers. As stated in the Plan: "These piers have inadequate access and hinterland for any major port use today. MassPort piers and waterfront property in East Boston are not needed for seaport activities, which can be better accommodated at other harbor locations. The best use of this land is for residential, recreational or other purposes related to the development of the East Boston community".

Relatively isolated from the rest of the City until the 1950's, East Boston has retained its homogeneity and remains a solid, stable, predominantly Italian community of about 32,000 residents. From 1835 to 1915, East Boston developed as an industrial and shipping community where goods were transferred between ships and trains that connected to all the manufacturing centers of New England. The major changes since 1915 have been the growth of transportation facilities, particularly the tunnels, McClellan Highway and Logan Airport, and the decline of the neighborhood's population (from a level of 60,000 in 1930) and employment base (unemployment in East Boston is one of the highest in the City).

The Jeffries Point neighborhood, immediately adjacent to the East Boston Piers site, is a densely settled residential area of two and three decker wooden structures situated on a hill between Marginal Street and the airport. From the southern side of the hill, there are exceptional views of the downtown skyline and harbor activity. The neighborhood contains several small parks, including the recently constructed Jeffries Point park adjacent to the harbor, Brophy Park and the Golden Stairs which lead to the Piers site.

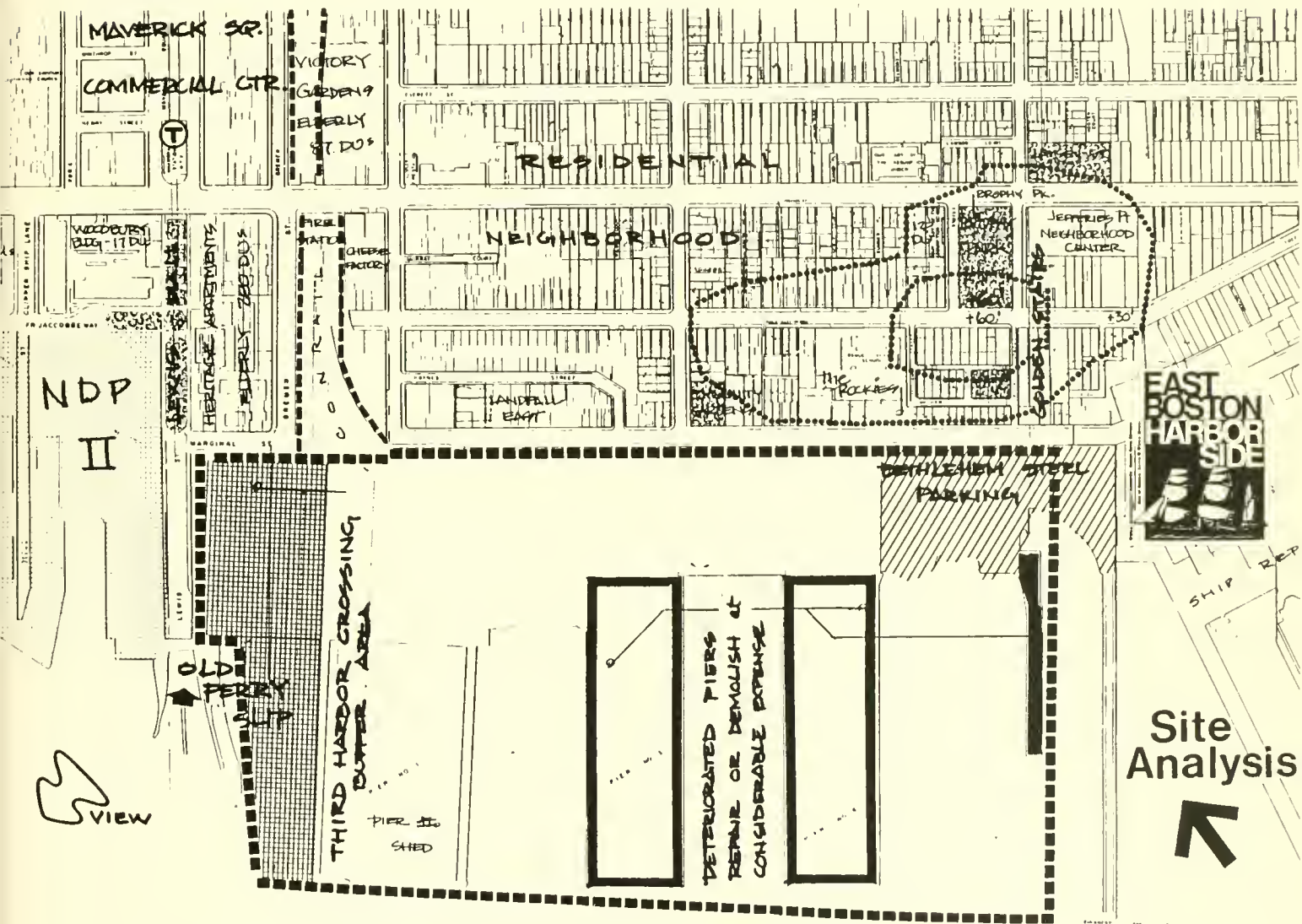
The Maverick Square commercial area which has deteriorated in recent years is north of the site providing convenient mass transit access via the Maverick Station of the MBTA Blue Line. Lewis Mall provides a pedestrian link from the T Station to the edge of the site. Central Square, East Boston's largest shopping area, is also in close proximity.

Northwest of the East Boston site is situated the recently developed North Ferry Waterfront Park and the 400-unit Maverick Housing Project. Together with other subsidized housing near the



site, including Heritage Apartments and Victory Gardens, there are over 800 units in the area.

The Bethlehem Steel Ship repair yard, one of the neighborhood's major employers, is located along the southeastern boundary of the Harborside site. The only vehicular access to the site is via South Bremen Street and the east end of Marginal Street near the Golden Stairs. Parking, temporary ship docking and smaller water and non-water related uses are temporarily operating on the East Boston Piers site by agreement with MassPort.







#### IV. DEVELOPMENT OPPORTUNITIES AND LIMITATIONS

The East Boston Piers site has a number of characteristics which make it particularly attractive for a major mixed use development, including size, location, transit access and views. However, there are also a number of conditions which could hamper development on this site, such as pier and land conditions, vehicular access, height restrictions, noise and market considerations.

##### A. The site offers the following development opportunities:

1. Large, essentially, vacant site. Adjacent to a stable, residential community, the 56-acre site is large enough to accommodate a substantial development, but does not have the relocation and demolition costs and difficulties often associated with such large, urban sites.

2. Extensive Waterfrontage. The site offers over 2,000 feet of waterfrontage, excluding the piers, providing opportunities for various kinds of water-related and water-dependent uses and activities.

3. Proximity to Downtown and Airport. The site is situated within a mile and a half of Downtown Boston and Logan Airport and should be particularly attractive to uses which require easy access to these major employment and transportation centers.

4. Proximity to Maverick MBTA Station. The entire site is within a ten-minute walk of the Maverick MBTA Station of the Blue Line providing easy mass transit access to Downtown Boston and Logan Airport.

5. Existing Pier I Building. Constructed in the 1950's, the Pier I Shed offers about 200,000 square feet of warehouse space on a single floor with adjacent berthing space for large ships. Since both the pier and shed are in reasonably good condition (but in need of repair), this space could easily be used for water-dependent warehouse use or reused for any combination of similar uses.

6. Spectacular Views/South-Southwestern Exposure. The site offers spectacular views of the Downtown Boston skyline and Harbor activities and is favorably situated with a south-southwestern exposure insuring maximum sunlight for new development and related waterfront open space.

##### B. The site presents a number of development limitations:

1. Deteriorated Piers and Poor Site Conditions. Pier 1 is generally in good condition, while Piers 3, 4 and 5 are in generally poor condition. While Pier 1 can continue to operate as a general cargo terminal, the use of Piers 3, 4 and 5 would be dangerous and may be difficult to reuse in their present condition. Soil conditions in the backland area create construction problems that will affect future building costs, location and massing. Specific engineering studies will be needed to properly evaluate alternative development schemes.





2. Possible Conflicts with Other Markets and Developments.

The location of the site presents questions of marketability for certain uses. It is across the Harbor from the Class A Downtown retail/office/housing market. Maverick Square, located immediately adjacent to the site, is a deteriorated commercial area and the surrounding residential neighborhood is primarily two and three decker wooden structures. In addition, the proposed hotel/conference center and office/warehousing uses at the Bird Island Flats development may limit the market for such uses at the Pier site. There is also the question of creating a market conflict with the Charlestown Navy Yard, North Station, Fort Point Channel and South Boston development proposals/projects.

3. Poor Vehicular Access. The need to provide improved automobile access to the site is recognized. Current access is provided from Marginal and South Bremen Streets through residential and commercial streets to the north. Previous studies have suggested that one long-term solution might be the construction of a new road in the Conrail right-of-way to minimize traffic impact on the community.

4. Noise. Because of the close proximity of the site to Logan Airport, noise will be a factor in the development of the piers. Federal Housing Guidelines published by HUD require compatible land use planning in relation to airports. In order for housing development to be eligible for Federal financing, 65 L<sub>dn</sub> (day/night average sound level) is the cut-off for needing noise impact mitigation. According to MassPort's Noise Abatement Division Piers 2-5 are between 65-70 L<sub>dn</sub> contour and therefore exceed HUD's noise standard.

5. Height Restriction. According to MassPort's planning office, if a building is to exceed 150 feet above the airfield elevation of ~18 feet, the FAA decides whether the building poses a hazard to navigation. MassPort has given assurances to the FAA that it will not erect obstructions on its property. Therefore, construction on the East Boston Piers site must be planned observing FAA restrictions.



## V. GOALS

This interim report and the alternative development schemes contained herein represent the initial efforts of the Project Advisory Committee. A significant first step in beginning this process has been the development of goals for the East Boston Piers. The Project Advisory Committee has identified for discussion the following goals for development of the site:

1. Create employment opportunities for East Boston residents
2. Provide additional open space, recreational areas and access to the waterfront
3. Integrate cultural and historical aspects of East Boston
4. Integrate development with overall harbor activities
5. Generate revenues to the City of Boston
6. Expand housing opportunities
7. Provide for water-dependent activities
8. Improve physical appearance of East Boston
9. Expand transportation options
10. Provide for a variety of commercial facilities

### 1. CREATE EMPLOYMENT OPPORTUNITIES FOR EAST BOSTON RESIDENTS

East Boston has a higher unemployment rate than most neighborhoods in the City. The neighborhood desperately needs to stimulate its local economy growth through revitalizing existing industry and commerce and supporting the development of job opportunities through carefully planned, well balanced and compatible expansion of water and harbor uses along portions of its waterfront. The development alternatives as outlined in this document recognize this need and attempt to maximize the development of land uses that will help achieve this goal.

### 2. PROVIDE ADDITIONAL OPEN SPACE AND RECREATIONAL AREAS AND ACCESS TO THE WATERFRONT

East Boston is a dense community with inadequate recreational facilities to meet the needs of local residents. The development alternatives include significant open space and waterfront access. Although the neighborhood is surrounded by water, there are few locations which offer residents a place to walk, play and enjoy views which are unique.



3. INTEGRATE CULTURAL AND HISTORICAL ASPECTS OF EAST BOSTON

Because of its geography, East Boston has always relied heavily on the Waterfront for its pleasure, as well as its economic well being. The rich history of East Boston and its historical importance in the maritime industry has been highlighted by the publication of the Boston 200 neighborhood history series. Many residents remember the waterfront activity of the not-too-distant past and welcome the opportunity of capturing some of that flavor again.

4. INTEGRATE DEVELOPMENT WITH OVERALL HARBOR ACTIVITIES

It is important that the use of the East Boston Piers be integrated with overall Harbor activities. These preliminary alternatives reviewed herein recognize the need to be sensitive to other harbor development plans and the concerns of those people whose livelihoods or recreational outlets are dependent on the availability of services and access to the water and its edge.

5. GENERATE REVENUES TO THE CITY OF BOSTON

The East Boston Project Advisory Committee understands the need for the City to generate new sources of revenues. The uses that are outlined in this interim report will not only enhance East Boston, the City and the Harbor, but generate substantial revenue from an area that has been predominantly unused for over a decade. The development of this site will also provide revenue to the Massachusetts Port Authority from property that has been a fiscal drain on that agency.

6. EXPAND HOUSING OPPORTUNITIES

East Boston's housing stock is predominantly 1-3 family dwellings constructed prior to 1930. The vast majority of new unit construction has taken the form of subsidized housing. The age and condition of the remaining stock provides limited housing options. It is the goal of the PAC to expand housing opportunities for existing East Boston residents, as well as for new residents to the community.

7. PROVIDE FOR WATER-DEPENDENT ACTIVITIES

The Project Advisory Committee is sensitive to the important role the Harbor plays in the City, the State and the region. As a natural resource, its development must take advantage of its unique quality and location. Therefore, it is a goal of the PAC to provide for water-dependent activities on the site. Such activity, if property selected and located, can be compatible with residential areas and enliven the character of the neighborhood.





8. IMPROVE PHYSICAL APPEARANCE OF EAST BOSTON

Development of the East Boston Piers 1-5 provides an opportunity to enrich the visual aesthetics and character of the community. Development of the piers can be the catalyst for community-wide physical upgrading.

9. EXPAND TRANSPORTATION OPTIONS

The East Boston site provides an exceptional opportunity to expand Harbor transportation options to and from the East Boston community.

The establishment of water transportation connecting East Boston and the site with other neighborhoods along the Harbor is a major goal of the PAC.

The PAC is also aware of the vehicular access problems associated with development of the site. The PAC has begun to explore ways to improve vehicular access to the site, while minimizing traffic impacts on the existing community.

10. PROVIDE FOR A VARIETY OF COMMERCIAL FACILITIES

There is a need to expand retail facilities and improve the quality of goods available within the Harbor area and the East Boston neighborhoods. Portions of the harborside site should be used for expanded and new commercial trade and general commerce. In keeping with the unique character of the site, the types of facilities envisioned would be those that are water-dependent, water-related and water-enhanced.





## VI. ALTERNATIVE DEVELOPMENT CONCEPTS

Several alternative development schemes were prepared by the Boston Redevelopment Authority for review with the Project Advisory Committee. They suggest ways in which the site can be developed to create a new environment. The alternatives are presented in graphic and data sheet form. Work on the assembly of these schemes began by developing a list of all land uses that had been reviewed by the PAC. The following assumptions are common to all of the alternatives:

1. Lewis Mall will be extended from present terminus to waterfront with ferry slip and open space.
2. Pier 1 is in basically good condition, can be repaired, and built upon.
3. Piers 3, 4 and 5 are in need of repair and need not restrict planning efforts or design configurations.
4. Bethlehem Ship Repair will remain in its present location.
5. Public waterfront access will be created along the entire waterfront with connections to existing residential areas at Orleans Street, Cottage Street and the Golden Stairs.
6. The Rockies and Golden Stairs are included in all planning for the site and shall remain as open space linkages to the adjacent residential areas.
7. Adequate parking for the uses on the site must be provided.
8. All alternatives recognize the need for improved automobile access to the site. While not specifically located within the "Project Area", all alternatives suggest a long-term solution to this might be through the construction of a new roadway in the present alignment of the abandoned Boston and Albany Railroad right-of-way from Pier 1 north to link with local access streets and the regional highway network, including McClellan Highway.

Although numerous alternatives have been prepared and reviewed with the Project Advisory Committee, four concept development schemes have evolved which, to one degree or another, appear to meet many of the stated goals for the East Boston piers. As stated previously, it is not envisioned that any one of these alternatives would necessarily emerge as the final selected development plan for the piers. Rather, they summarize the work of the BRA staff and the PAC, as this work has progressed to date, and provide basic development concepts which can be further analyzed, further refined, and discussed with the broader community.



It is important at this stage that the four alternative concept plans also represent a wide range of possibilities for the site. The alternatives vary considerably in terms of overall density of development, public and private investment which would be required to implement the concept, the number of jobs generated, the amount of tax revenue generated for the City of Boston, and the amount of local traffic generated by the development. These facts are critical both in terms of the goals which the Project Advisory Committee has established for the Piers, and the degree to which the various alternatives may prove to be financially feasible, or financially infeasible.

In brief, all four alternatives contain the same basic mix of new land uses: marine, hotel or boatel, marine manufacturing, residential, water-related industrial, marine museum, restaurant, retail, office, parking, and public access to the waterfront and public open space. The differences, however, between the alternatives relate to the amounts, densities, and distribution of these preferred land uses over the 56-acre site.

While it may be obvious, it should nevertheless be pointed out that the alternatives which tend to depict a somewhat more dense development are also the alternatives which tend to produce the greatest number of jobs, have the highest potential tax return to the City and the highest potential financial return to MassPort. However, these schemes also have the highest requirements for public and private investment and also generate the highest volumes of traffic. Conversely, alternatives which are considerably less dense produce lower levels of new jobs, lower amounts of new tax returns and other revenues, require lesser levels of investment and generate less traffic.

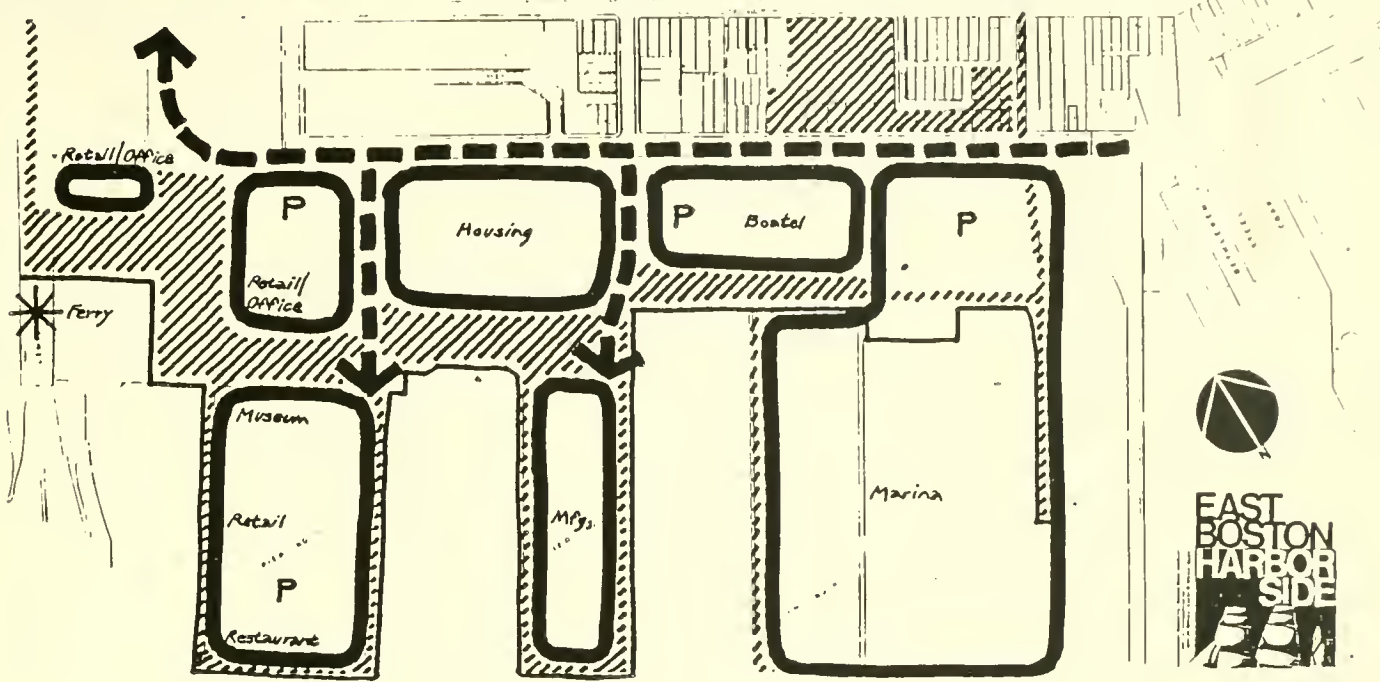
These facts have demonstrated several issues which must be resolved; namely, that some goals of the community may conflict with other goals, that there are trade-offs to be considered in terms of jobs and tax generated versus traffic generated, and, finally, that the investment requirements of the alternatives must be examined carefully in relation to the probable market and financial feasibility of the project.

The following tables and concept sketches illustrate the four preliminary alternative development schemes for the East Boston Piers. The tables indicate the respective densities of land use, development costs, jobs generated, tax generated, and traffic impact for each of the four alternatives.





# scheme A



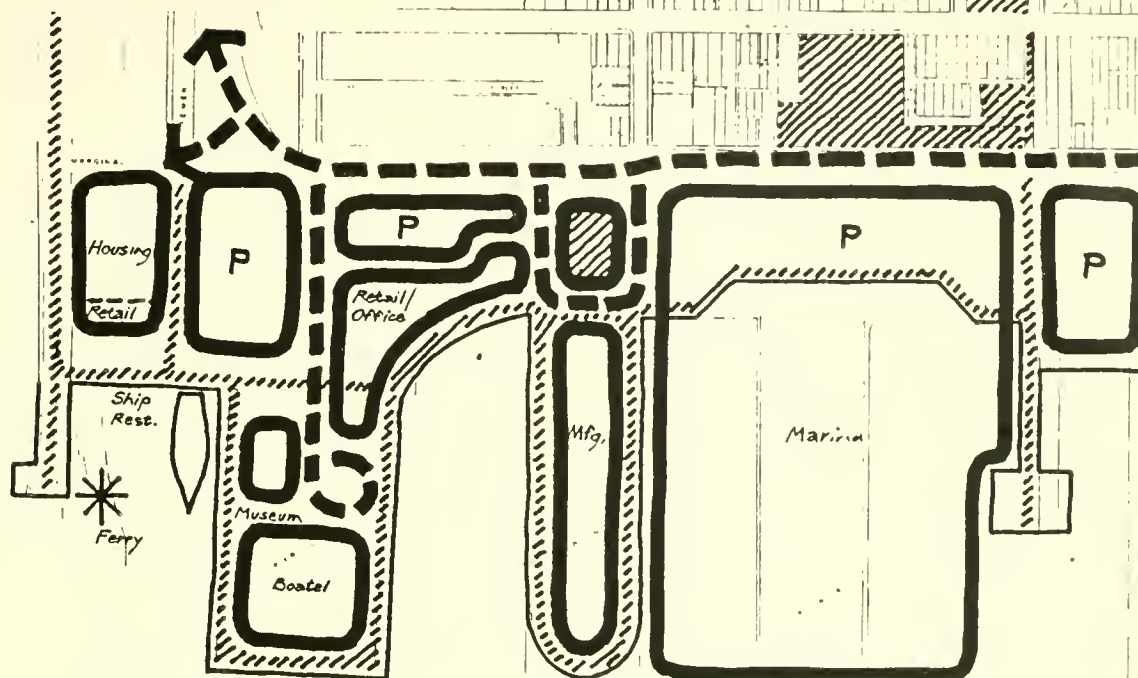
As one of the medium density schemes, this alternative locates the marina on the eastern portion of the site adjacent to the Bethlehem Shipyard and sites the hotel/boatel along Marginal Street overlooking the Marina. It also concentrates retail/office use, a marine museum, restaurant and boat sales showroom in the existing Pier 1 shed. The alternative assumes no changes in the location of the piers or in the configuration of the shoreline. The scheme calls for a total investment of from \$90 to \$120 million, results in the creation of nearly 2,500 new jobs, and generates over \$3 million in new tax revenues per year. Peak hour traffic generation is estimated at about 1,000 automobiles.

	SCALE	DEVELOPMENT COST	TAX GENERATION	JOB GENERATION	WEEK DAY TRIP GENERATION
FULL SERVICE MARINA	14 acres 220 boats	4.4 million	165,000	15	246
HOTEL/BOATEL	120 rooms	8.4 million	315,000	70	552
MARINE MANUFACTURING	180,000 SF	8.1 million	303,750	290	540
RESIDENTIAL 1,000 SF per DU	60,000 SF	3 million	51,000	3	240
FISHING INDUSTRY	115,000 SF	5.2 million	195,000	185	575
MARINE MUSEUM	10,000 SF	700,000	26,250	3	100
RESTAURANT	25,000 SF	1.8 million	67,500	60	2,500
RETAIL	290,000 SF	20.3 million	761,250	580	2,900
OFFICE	315,000 SF	22 million	825,000	1,290	2,300
PARKING	995 cars	11.5 million (745 structured)	431,250	--	--
PARKLAND ESPLANADE	2.5 acres	2.1 million	--	--	--
		87.5 million & site imp.	3,441,000	2,495	9,953





# scheme B

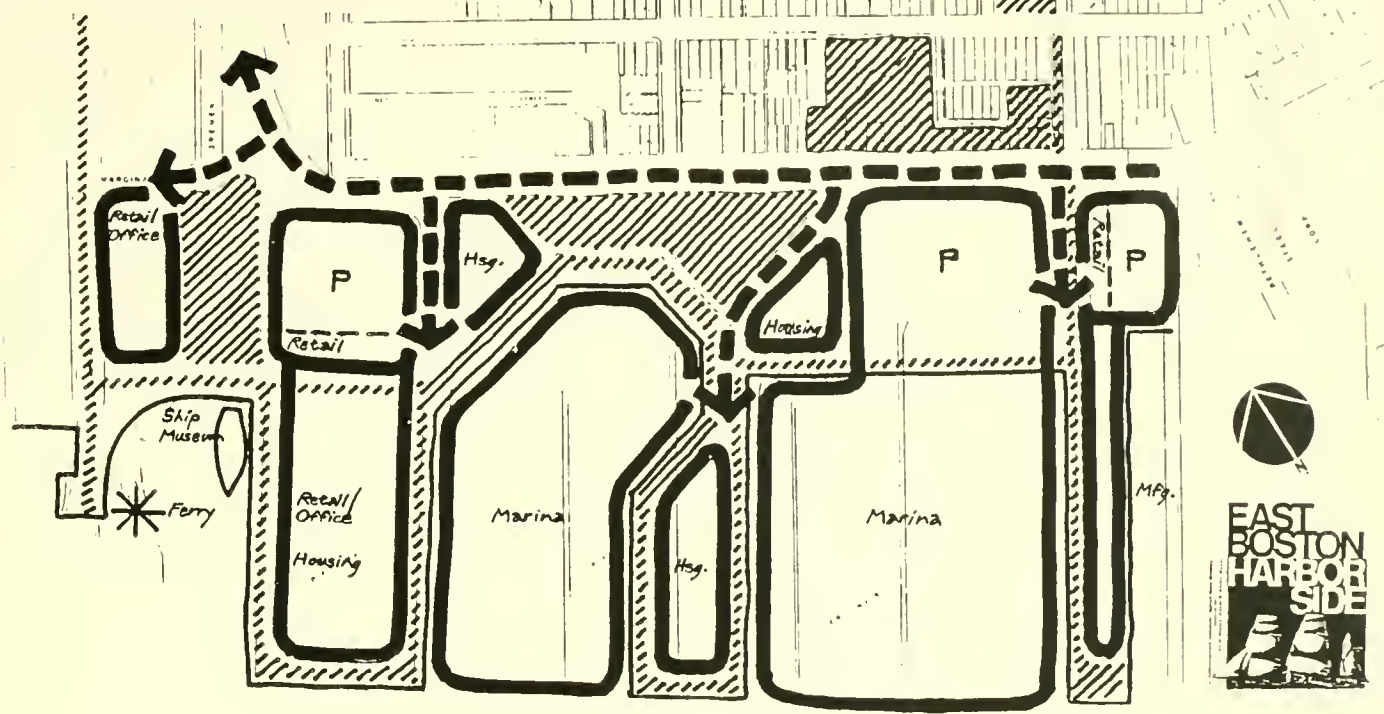


This alternative suggests a somewhat lower density development, surface parking, and a different arrangement of land uses on the site, including new development on Pier 1. The scheme calls for a total investment of from \$70 to \$95 million, results in the creation of about 1,200 new jobs, and generates about \$2.5 million in new tax revenue. Peak hour traffic generation is estimated at about 800 automobiles.

	<u>SCALE</u>	<u>DEVELOPMENT COST</u>	<u>TAX GENERATION</u>	<u>JOB GENERATION</u>	<u>WEEK DAY TRIP GENERATION</u>
FULL SERVICE MARINA	23 acres 300 boats	6 million	225,000	20	336
HOTEL/BOATEL	250	17.5 million	665,000	150	1,150
MARINE MANUFACTURING	150,000 SF	6.8 million	255,000	240	450
RESIDENTIAL 1,000 SF per DU	300,000 SF	15 million	255,000	15	1,200
FISHING INDUSTRY	150,000 SF	6.8 million	255,000	240	750
MARINE MUSEUM	10,000 SF	700,000	26,250	3	100
RESTAURANT	25,000 SF	1.8 million	67,500	60	2,500
RETAIL	80,000 SF	5.6 million	210,000	160	800
OFFICE	75,000 SF	5.3 million	198,750	300	548
PARKING	783 cars	1.17 million	438,750	--	--
PARKLAND ESPLANADE	1 acre	850,000	--	--	--
		68 million & site imp.	2,586,250	1,190	7,834



# scheme C

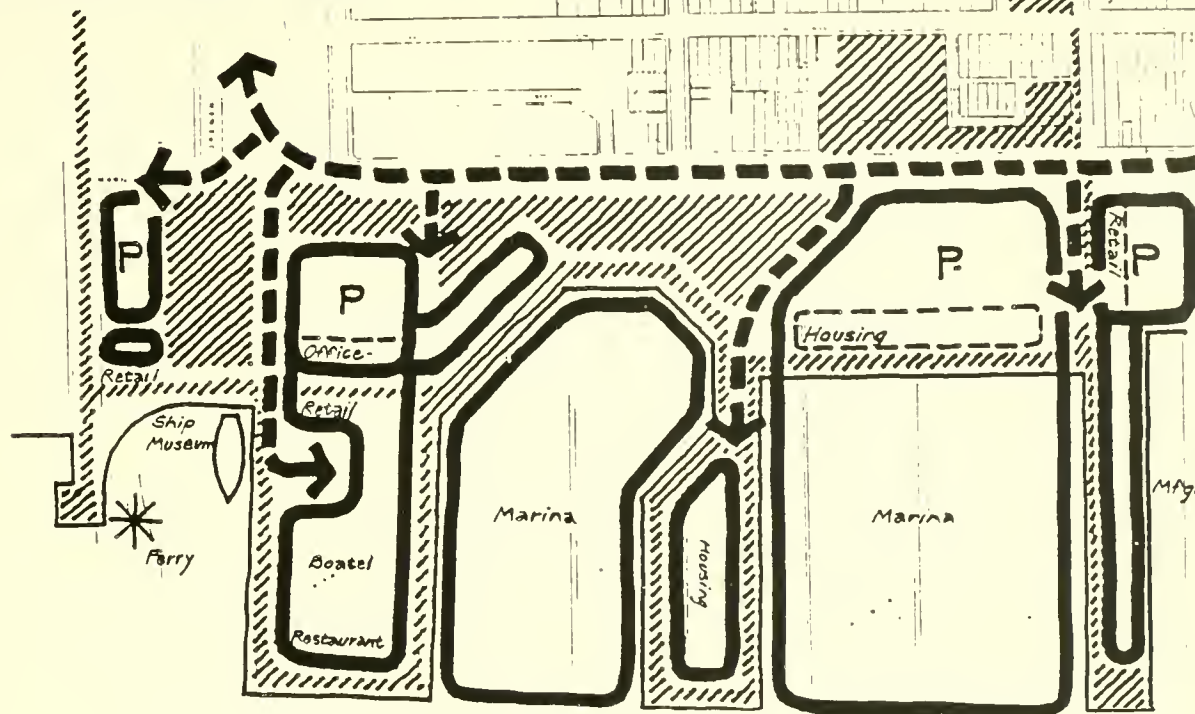


This alternative suggests a higher density development and rather substantial changes in the configuration of the shoreline. Significant amounts of new parkland and waterfront access are also suggested. Scheme C calls for a total investment of from \$150 to \$200 million, results in the creation of about 2,700 new jobs, and generates about \$4.8 million in new tax revenue. Peak hour traffic generation is estimated at about 2,700 automobiles.

	<u>SCALE</u>	<u>DEVELOPMENT COST</u>	<u>TAX GENERATION</u>	<u>JOB GENERATION</u>	<u>WEEK DAY TRIP GENERATION</u>
FULL SERVICE MARINA	23 acres 380 boats	7.6 million	285,000	25	426
HOTEL/BOATEL	450 rooms	31.5 million	1,181,250	265	2,070
MARINE MANUFACTURING	100,000 SF	4.5 million	168,750	160	300
RESIDENTIAL 1,000 SF per DU	725,000 SF	36.3 million	617,100	35	2,900
FISHING INDUSTRY	100,000 SF	4.5 million	168,750	160	500
MARINE MUSEUM	10,000 SF	700,000	26,250	3	100
RESTAURANT	25,000 SF	1.8 million	67,500	60	2,500
RETAIL	275,000 SF	19.2 million	720,000	550	2,750
OFFICE	350,000 SF	24.5 million	918,750	1,430	2,555
PARKING	1,140 cars	16 million	600,000	--	--
PARKLAND ESPLANADE	4 acres	3.4 million	--	--	--
		150 million & site imp.	4,753,350	2,690	14,101



# scheme D



This alternative was developed in an effort to synthesize comments from the Project Advisory Committee concerning Schemes B and C. As in Scheme C, substantial changes to the shoreline are suggested, but with a somewhat lower density of development than in either Schemes B or C. This alternative calls for a total investment of from \$70 to \$95 million, results in the creation of about 1,000 new jobs, and generates about \$2.3 million in new tax revenues. Peak hour traffic is estimated at approximately 700 automobiles.

	SCALE	DEVELOPMENT COST	TAX GENERATION	JOB GENERATION	WEEK DAY TRIP GENERATION
FULL SERVICE MARINA	23 acres 380 boats	7.6 million	285,000	25	426
HOTEL/BOATEL	350 rooms	24.5 million	918,750	205	1,610
MARINE MANUFACTURING	80,000 SF	3.6 million	135,000	130	240
RESIDENTIAL 1,000 SF per DU	190,000 SF	9.5 million	161,500	10	760
FISHING INDUSTRY	80,000	3.6 million	135,000	130	400
MARINE MUSEUM	10,000 SF	700,000	26,250	3	100
RESTAURANT	25,000 SF	1.8 million	67,500	60	2,500
RETAIL	90,000 SF	6.3 million	236,250	180	900
OFFICE	54,000 SF	3.8 million	142,500	270	394
PARKING	733 cars	4.9 million (283 structured)	183,000	--	--
PARKLAND ESPLANADE	4.5 acres	3.8 million	--	--	--
		70.1 million & site imp.	2,291,500	1,015	7,330







## VII. NEXT STEPS

As with any complex development, there are numerous issues which must be resolved. However, the PAC is confident that these issues are of manageable proportions and that their resolution can be achieved on a timely basis.

This interim report has outlined a basic development program which is the first step in realizing the potential for the East Boston piers. More definitive site and environmental planning must now take place to explore the full range of design and multi-use alternatives.

The alternative development concepts have been presented in a rough format to serve as a base for further discussion. No one reading this interim report should assume that any one of these concepts will necessarily emerge as the final development plan. During the next phase of the planning process, the Project Advisory Committee will continue to work on plan refinement and will explore the following types of issues in greater detail.

### 1. Engineering Studies and Infrastructure Condition Survey Needs

The PAC has reviewed the January, 1981, condition survey of the East Boston Marine Terminal prepared by Storch Associates under contract with the Massachusetts Port Authority. This multi-volume report highlights the work that needs to be done to protect further disintegration of the piers and to use the piers for various purposes emphasizing some of the additional information required. More detailed studies will be needed as the planning process continues and the PAC moves toward a development plan.

### 2. Funding Sources

No attempt has been made to date to identify possible funding sources or levels of public/private participation in the various development schemes. The PAC has, therefore, explored all possible uses against desired goals and was not constrained by funding programs or sources. This avoided slanting the development schemes and seemed appropriate in light of the uncertainty in federal, state and local programs.

### 3. Development Phasing or Site Parcelization

The Project Advisory Committee has not discussed any phasing of the development schemes or parcelization of the site. This will be analyzed in the coming months and included as part of the final development plan.



#### 4. Area-Wide Transportation and Circulation Problems

The development of the East Boston Harborside site will generate additional pedestrian, vehicular and harbor traffic. Because the PAC is still in the discussion stage regarding uses and the scale of any use on the site, it is difficult to project the transportation and circulation demands and impacts. Additional analysis will be required in order to better understand these impacts upon the site and adjacent residential neighborhoods in East Boston.

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